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1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
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11.00 a.m. to 12.00 Noon ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
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Hongkong, 17th April, 1907. 1444

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Hongkong, 21st September, 1905 1510

**MAIL TABLES
FOR 1907.**
Shows the dates of departure of the Mails
to Europe and America, and the dates of their
expected arrival at their destinations, as well as
the dates of return Mails.
— Mounted on Card ... 30 Cents
On Paper ... 20 "
On Sale at the Hongkong Daily Press Office
Hongkong, 26th January, 1907.

POLICE COURT.

Thursday, October 31st.

BEFORE MR. F. A. HAZLEMAN (FIRST POLICE MAGISTRATE).

A COUNTRY VISITOR'S EXPERIENCE.

A farmer from Tai-po, who has been spending the week in the city seeing the sights, while admiring the display of goods in a shop window near the Fire Station on Wednesday afternoon, felt a tug at his pocket, and on turning round saw a man handling his purse, containing \$51, to another man. The person who received the purse escaped, but the farmer caught the alleged pickpocket. The latter pleaded not to be given a charge, promising to take the countryman round the opium dens in search of the man who ran away with the purse. After touring the city for three hours without finding this man, the farmer decided to give the other in charge, and he appeared before the Court to answer the charge of pocket picking. The defendant told his Worship he was a respectable barber from Kowloon City, and came to Hong-kong to buy a razor for his master, who could speak as to his character.

His Worship adjourned the case to enable the police to make further inquiries.

ALLEGED CONSPIRACY AND FORGERY.

As the result of an action in the summary jurisdiction of the Supreme Court, Lam Wing, Hau Kee, Li Hsi-shin and Hop Wo-tong were charged with conspiracy to avert the course of justice. Again they were charged separately. Lam Wing with forgery and uttering; Hau Kee with forgery; Li Hsi-shin with forgery; and Hop Wo-tong with forgery and uttering.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. R. A. Harding, appeared for the prosecution. Mr. R. Harding appeared for the defendants.

Mr. Pollock stated that the prosecution in the case arose out of proceedings taken in summary jurisdiction before Mr. Justice Wiese. In the summary action, which commenced on September 2nd, the first defendant, Lam Wing, was the plaintiff and a firm called the Po Sang was the defendant. In that action the plaintiff stated his claim in two alternative ways: he claimed from the defendant, as endorsee of Han Kie, the sum of \$50,84 amount due on a promissory note. Hau Kee, the second defendant, was the party who appeared on the forged promissory note as payee, and the note was endorsed over to the plaintiff. In the other alternative the plaintiff claimed as assignee of Hau Kee. Presumably the object of putting in that alternative claim would be that if the document was not strictly a promissory note the plaintiff could proceed as assignee of Hau Kee under the agreement.

The summary action started on September 29th and concluded on October 13th when Mr. Justice Wiese gave judgment for the defendants—the Po Sang. The first defendant was suing as endorsee or assignee from the second. The way in which the third and fourth came into the matter was that they were called by the plaintiff as witnesses for the purpose of supporting the first defendant's case as plaintiff in the action; and curiously enough these third and fourth defendants produced in Court a document purporting to be a promissory note in their favour, and purporting to be signed by the Po Sang firm. The chop on these notes was identical with the chop on the promissory note—signed upon by the first defendant. That chop was sworn to by the managing partner and clerk of the Po Sang shop to be a forged chop. The genuine chop of this firm were produced before his Lordship, and later his Worship would have an opportunity of comparing the genuine with the forged chop and, no doubt, would observe certain discrepancies between the two chops. Mr. Pollock wished to draw his Worship's attention to the fact that the first, third and fourth defendants produced promissory notes which had the identical forgery on them. He suggested to his Worship that it was obvious there had been a conspiracy on the part of these parties to defraud the Po Sang firm. His Worship would find in the first charge various statements which the defendants made before Mr. Justice Wiese in the Summary Court, and he wished to point out to his Worship a certain general point with regard to those statements: all the defendants seemed to have told Mr. Wiese that a man called Mui Hung was the man with whom they dealt; that was to say, that when money was deposited on each of these notes it was Mui Hung who was there to receive the money and chop the notes. As a matter of fact, it would appear from the evidence that Mui Hung was also concerned in the management of a boarding house, and during a considerable portion of the day he was absent at this boarding house.

His Worship—What is the Po Sang?

Mr. Pollock—A Chinese bank. Proceeding Mr. Pollock stated that evidence would be given to show that the Po Sang did not issue any promissory notes. They never had in their possession any stamped paper stamped by the Stamp Office. Apart from the statements of witnesses from the Po Sang in confirmation of this statement he would call a witness from the Stamp Office who says that no regulation for stamps was made by the Po Sang. The defendants had put everything on to Mui Hung, and he denied it. The man who was left to look after the Po Sang business was Lam Wing-cho. With regard to the note from Li Wing to Hau Kee, that note had an impressed stamp dated 17th August. The defendants' story was that this stamped paper was in the Po Sang, that it was filled up by the Po Sang people and chopped by Mui Hung. An officer from the Stamp Office would say that no regulation had been made by the Po Sang for stamps on that day.

His Worship—Nor on any previous date?

Mr. Pollock—No. Continuing, Mr. Pollock said the notes produced by the third and fourth defendants were stamped August 27th. The Stamp Officer produced a requisition on that date for stamps on no less than 23 promissory notes, and that requisition contained a chop on it which read, "correspondence chop of the Po Sang". But it would be proved that chop was a forgery. It also appeared that the requisition was by one, Tam Ho. No such person was in the employment of the Po Sang, neither was he known to the employees. Apart from the conspiracy Counsel said he would submit on the facts as regards the separate charges that all the defendants were parties to the forgery. The notes produced before his Worship were prepared obviously with the object of putting them in circulation and making use of them with intent to defraud the Po Sang.

Evidence was then called, and the case adjourned.

HAMBURG.

(FROM OUR CORRESPONDENT.)

October 31st.

WHARFAGE EXTENSIONS.

The state department for trade and shipping having submitted to the Association of Hamburg shipowners plans for providing additional quay room, the latter have replied that whilst gratefully acknowledging the intention of the department they do not consider the projected extension to go far enough as during the last three years, in spite of the Hamburg American Line having removed all her shipping to the newly constructed docks in the Kuhwärder island, the accommodation here has proved entirely inadequate, whilst the rapid expansion of the trade of the port and the growing tendency to build vessels of a large type will cause a steadily increasing demand for quay frontage. Already in 1935 76 steamers suffered a delay of together 128 days before being able to discharge their cargoes and in the following year 168 steamers were detained 400 days in all for want of quay room. For the same reason several of the regular steamer lines have to be satisfied with berths allotted to them on the left bank of the river, although the rates there are higher and two of the new lines, the one plying to New York and the other to the west coast of Africa, have so far not been able to obtain quays for their exclusive use at all. The contemplated extension of frontage of the Oswald quay and the Grovenhof Ufer does not exceed 350 meters which would provide additional berths for only seven steamers of average size; taking ten days as the average time required for discharging and loading this would be equal to additional accommodation for 252 steamers with together 2520 laydays in the course of the year. For 1908 an increase in frontage in another part of the harbour of about 610 meters is proposed, affording room for five steamers at a time or for 180 annually with together 1800 laydays. This obviously barely suffices to meet the present demand much less that of the future. During the ten years from 1881 to 1890 the average number of vessels arriving annually was 464, from 1891 to 1899 it rose to 5092 or 9.53 per cent, from 1900 to 1905 to 5520 or 8.95 per cent, from 1906 to 1907 to 5705 or 2.75 per cent, and from 1908 to 1909 to 5823 or 2.06 per cent. The proposed extension of together 1160 meters during the present year and the next does not amount to more than 11 per cent of the now available frontage of 13243 meters and bears no proportion to the rapidly increasing demand as illustrated by the figures just quoted. The Association of shipowners therefore express the hope that the state department will not only accelerate as much as is in their power the carrying out of the plans proposed but will at the same time take into early consideration a further extension of quay frontage and quay accommodation.

ANTWERP TROUBLES OVER.

The dockers, strike at Antwerp has come to an end at last. Finding that the German companies were determined to support the Association maritime in the struggle the men seem to have recognized their inability to carry it on and trusting to the assurances of the Burgomaster that the shipowners were prepared to make concessions once work was resumed on the old terms, surrendered unconditionally. At first only those engaged in the grain and timber docks were taken on again, but subsequently others were admitted as vacancies occurred and nearly the whole of them are now once more at work. The Association maritime however distinctly refused to be bound by the promises made by the Burgomaster for which they maintain he had no authority and decline to dismiss the men they engaged during the strike in order to make room for the old ones. Most of the English hands by the way have gone home. The declaration of the owners has caused great dissatisfaction amongst the dockers and may rekindle the fire which, it is to be feared, is still smouldering under the ashes. The Federation of German Shipowners, it is stated, have promised further assistance if their Belgian friends should be forced to again proclaim a lockout.

OTHER LABOUR TROUBLES.

The strike of the electricians in this town has ended in a compromise, the exact terms of which do not seem to be quite settled yet. The dispute between the railway men and the companies in England is keenly watched by the press here. Little sympathy is felt for the men, except of course by the socialist papers, and it is pretty generally hoped that the conduct of the unions may at last open the eyes of the British public to the danger of allowing the labour party to get the upper hand in the government of the country. It ought at the same time to strengthen, it is thought, the hands of those who, although they may admit the necessity of reforms, oppose the abolition of the House of Lords, looking upon a hereditary chamber as one of the safeguards of the British constitution.

HAMBURG NEW UNIVERSITY.

A first step towards the foundation of a university in this city, so greatly desired by a large proportion of the educated classes, seems to have been taken. A Mr. Edmund Slevier, a wealthy merchant of this port who some ten years ago built a sanatorium for consumptives in the neighbourhood, has now offered to erect a large lecture hall at his own expense provided the state provides a suitable site. Senate and Bürgerschaft have accepted the offer and at the sitting of the latter last night it was decided to make a grant of a portion of a piece of waste land called the Moorweide in a sufficiently central position in the outskirts of the town for the purpose. The building is to contain twelve lecture halls the largest three of which of a capacity to hold 700, 500 and 300 persons respectively; besides these there will be smaller rooms for special classes, retiring rooms for the lecturers, and offices for the committee entrusted with the administration of the funds collected privately for the promotion of higher scientific education which now exceeds M. 4,000,000, and for the state board of education. A public competition for the plans will shortly be announced, one of the conditions being that they be conceived as to allow of additions being made to the building should the necessity arise. This looks as if it were intended to form, as it were, the nucleus of a more extensive edifice when once the idea of a university materializes.

TOURING WITH SEDITION.

MR. KEIR HARDIE'S SPEECHES.

Mr. Keir Hardie, M.P., accompanied by Mr. J. Chowdhury, a Bengali barrister, and a leading Swadeshi agitator, is now touring Eastern Bengal. The full programme of his tour is published by the Bengali papers, and crowds and decorations await him at every station. The Bengali newspapers contain long narratives of the Labour leader's journey, and he is interviewed every day. These papers ascribe to him statements to the effect that the condition of Eastern Bengal is worse than that of Russia, and that the atrocities committed by officials would, if they were known, evoke more horror in England than the Turkish outrages in Armenia. Myrmidon, he is further represented to have declared, reminded him of a city in a state of siege. He is stated to have added that the party to which he belonged was not insignificant at home, and would not tolerate such scandals.

These and similar remarks are freely quoted and commented on by the Bengali journals. Mr. Keir Hardie's tour is being followed in Calcutta with the greatest interest, and it tends to add considerably to the prevailing excitement.

Among Europeans the opinion is expressed that the native agitators to whose guidance Mr. Hardie has entrusted himself are taking advantage of his inexperience of Indian conditions to force upon him their own political ends. Mr. Keir Hardie delivered a speech at Barisal in the course of which he said he would do his best to assist in making India a self-governing Colony like Canada. What was good for the Canadians, he added, must be good for the Indians.

The Barisal Mohammedans have presented a petition to the magistrates stating that they are unable to say their prayers owing to the continual shouting of "Band Mataram" by the Hindus in honour of Mr. Keir Hardie's visit. The Englishman and the Indian Daily News condemn Mr. Keir Hardie's tour as very mischievous. The Daily News says: "To talk of Armenian horrors in connection with Eastern Bengal shows an amazing lack of the sense of proportion."

The Bengali papers express their deepest gratitude to the Labour leader. The *Amrita Bazar Patrika* says: "The people are delirious with joy at the advent of Mr. Keir Hardie, with joy at the advent of Mr. Keir Hardie, whose aid, 'God sent Mr. Keir Hardie, whose advent will demolish the gigantic conspiracy against the Hindus.'"

There was a serious rioting at Calcutta one night. A meeting was held in Beaman-square in honour of the students who were recently punished for assaulting the police, and the speakers urged their hearers to establish self-government and meet opposition by force.

Intense excitement prevailed among the crowd, and it was not long before stones were thrown at the police who were present to keep order.

The police bore this patiently for a while until at last the order was given to disperse the meeting.

The mob resisted, but was driven out of the square. The struggle was renewed in the streets in the vicinity, and torrents of stones were thrown from the roofs of the houses at the police.

Reinforcements were summoned, and these were also stoned.

Numbers of hoodlums joined the crowd, assaulting anybody who came in their way and looting the shops.

By ten o'clock the disturbances extended from the Fanariy Bazar to the Sham Bazar, and all traffic was suspended. The street lamps were smashed by the mob.

The Bengali paper, "Bande Mataram," declares that scores of native policemen joined the hoodlums after divesting themselves of their uniforms in order to avoid recognition, and that the stone-throwing was so incessant that the police fled in all directions.

At midnight it was quiet, but an hour or two later the crowds again gathered and broke a number of street lamps.

All the police from the six northern stations were recalled out, and encountered further showers of stones.

The Bengali papers publish extraordinary accounts of the casualties among the police, and they extol the courage of the mob.

As a matter of fact, however, the number of injured among the policemen is forty. Not a single arrest was made owing to the rapidity with which the rioters moved from place to place.

The excitement caused by the rioting last night has been increased by a strike of Bengali carriage drivers, who resent the new Municipal regulations.

The strikers are picketing the men still at work, and some cabs have been destroyed. A number of drivers created a disturbance outside the Municipal offices and abused the European Registrar, who was struck on the mouth with a brick.

How TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chamoisante. Last Charman's and Special Skin Tonic and Face Cream will enable you to do so. Dr. Harman's Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents 654

FUNNELS AND FLAGS.

The trans-Atlantic tide of travel from Southampton and other Channel ports and from Liverpool to New York is still at its height, and will hardly have ceased before the rush from New York to the Mediterranean sets in. To meet this ever-increasing trade the White Star Line have organised a regular service of their big ships, headed by the Cedric, of 21,035 tons, the largest ship in Mediterranean waters. Other vessels on this Mediterranean line are the twin-screw steamers Cedric, Canopic, Romanic, and Republic. These vessels touch at the Azores, a passage of about six days from New York, and thence call at Gibraltar and Naples, the terminus port being Genoa. Other extensions of the White Star Mediterranean service during the coming winter will include a call at Madeira, and also an extension in some cases to Alexandria.

Reports as to the very high speeds attained by the Mauretania during her preliminary trials are not officially confirmed. In some quarters doubt is entertained whether, seeing that the vessel has lain in the water for a two-month period, she really did anything like 27½ knots. One thing at least is certain, namely, that satisfactory as has been the Commander's performance in the North Sea, they should be improved upon when she has been dry-docked at Liverpool. The Mauretania is expected to remain at Wallsend for two or three weeks before going round to the Mersey, and will probably be thrown open for public inspection. Captain Pritchard, who has been selected to command her, has already made the acquaintance of the big boat.

It was brought to light during the recent trials of the Mauretania that the River Tyne was incapable of providing all the tugs required to assist the big liner in manoeuvring. A couple of powerful tugs had to be requisitioned from Holland to assist. There are Dutch firms who own very fine fleets of ocean going tugs, so that there was not the least discredit in employing their services. All the same, it seems a little odd that the Tyne, which builds so many big tug-boats, should not have had available a sufficient number of these craft to go to the aid of the Mauretania. It is possibly only another illustration of the fact that the power of the Tyne is not so great as it seems, where the volume of sailing ship tonnage is usually greater than in our own waters.

Disturbances in Morocco are responsible for the announcement made by the Peninsular and Oriental Company that Taqier will be omitted from the itinerary of the cruise of the steam yacht Vedis. A call will be made at Cadiz instead. The P. & O. Company by the way, have lately got rid of several of their big cargo steamers, the latest to go being the *Magellan* of 3,600 tons register, which since 1894 has been running in the company's service, plying between Bombay and Japan. Boats of this size are naturally being succeeded by modern cargo steamers of larger capacity.

By the death of Captain A. McLean Watt, their marine superintendent at New York, the Union-Castle Steamship Company have lost an honoured servant. Beginning his career in sail, he spent a short period in the inter-Colonial service of the British India Company, and in 1874 joined the Union Steamship Company, merged in later years with the Castle Line. During his long career he was promoted to Captain Watt took out a regiment to Egypt in 1884, and during the troubles caused by Arabi Pasha, and as the company's marine superintendent at Southampton at the time of the Boer War, he was busily occupied in connection with the arrangements for the transport of troops to South Africa. As the commander of South African mail steamers, Captain Watt played many a game of chess with Cecil Rhodes, and had had Cetywayo and Kruger among his passengers.

Mr. Dibdin, the secretary of the Royal National Lifeboat Institution, states that one of his highest authorities in compensation cases has given it as his opinion that the crews of lifeboats do not come under the Workmen's Compensation Act. Mr. Clark Russell challenges this view. He asserts that the voluntary offer of the longshoreman to man the lifeboat is converted into a contract of service by its acceptance, and by the payment which is made for it. We have no more right, he contends, to suppose that he has no claim under the Act than to declare that a woman seriously injured in saving a number of lives is entitled to no other recognition than the applause of his own companions. This question of the position of the lifeboatman will quite possibly have to be thrashed out in the courts.

Shipbuilding is in rather a bad way just now, more especially, perhaps, on the North-East Coast. New orders do not come along, and the result is that not a few of the yards are getting short of work, and have no option but to reduce their staffs of workmen. Prices are still too dear to encourage shipowners to embark largely in new tonnage. Then there is the difficulty with the boiler-makers, to say nothing of the threat of a railway strike. Prophecy is invariably made, but the prevailing impression is that the boiler-makers will, at the second time of asking, accept the Edinburgh agreement. From their point of view, this is clearly no time for a lock-out. The employers, for their part, would probably find the period not ill-chosen for such a contingency.

Famous fortunes are being made this year in the transport of oil owing to the scarcity of tank steamers. Mr. J. D. Henry, the well-known oil expert, states in a book entitled "Thirty-five Years of Oil Transport," that within the last twelve months the cost of transporting oil from North American ports to the United Kingdom has trebled, the freight per ton, which a year ago was only 10s., being this year no less than 30s. The sensational rise is, of course, enabling the fortunate possessors of tank steamers to accumulate vast sums of money. As the profit last year on each voyage was £1,000, each voyage would approximately be £1,000, each voyage this year is netting the owner £9,000. The result of the abnormal freight rates has been a rush to build new tank steamers. Orders for fewer than eighteen of these vessels, Mr. Henry states, have been placed, mostly with British firms, the tonnage of which will amount to nearly 150,000, and their value to £1,500,000. Mr. Henry informed an "Express" representative that the increase in freight rates was principally due to recent disasters to tank vessels to the Pacific Ocean, and the greatly increased demand for petrol due to the motor industry. "The rapid growth in the consumption of petrol," he said, "may be gathered from the following table given in my book showing the quantity imported into Great Britain in the past three years."

1904	30,000 tons.
1905	60,000 "
1906	100,000 "

There is every probability that Texas will take the place of Baku in future as the main source of Great Britain's oil supply. This is

"CLUB" SCOTCH WHISKY, OUR SPECIAL BLEND OF FINEST OLD SCOTCH WHISKIES.

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[36]

due to Batoum feeling the effects of the upheaval in the Caucasus, while Texas is benefiting from the development of the Indian territory. The oilfields of the Indian territory are 450 miles from the sea, but only this week a pipe line has been opened through which the oil will be carried to the point of shipment at Port Arthur.

MISSION WORK IN CHINA.

In a further article contributed to *The Times* dealing more particularly with the difficulties of mission work in China, the Rev. Lord William Grosvenor writes:—

The first difficulty in the way of Christianity in China is regarded by the Chinese as something foreign, and he is (I use the past tense with emphasis) a great barrier to a foreign knowledge of the past. This difficulty has come to be recognised as a necessity, and with it has passed the great desire to persecute; for the object of the persecution of the missionaries was not to make them recant or to take revenge for any fancied slight upon the gods of China, but merely to make life so unpleasant to them that they would, it was hoped, be glad to leave the country. China now wishes for foreigners to teach her: she welcomes foreign civilisation, and against Christianity as a religion she has never had any grudge; she is, in fact, tolerant in religious matters, and if missionaries do not condemn what is called ancestor worship, would see no objection to Christianity. The respect for parents, the reverence for ancestors, is the one point where the Chinese excel Europeans in virtue; and therefore it is most unfortunate that missions should even seem to discourage such a high ideal. Early in the history of Chinese Christianity a compromise was suggested. The Jesuits at first frankly recognised the sacrifices as illegitimate, but after a controversy with the other Catholics missionaries were forced by Rome to withdraw from this too liberal position. At present they are making a point of giving the Chinese such a full ritual and ceremony both at their funerals and at their Commemorations that their Catholic fellow-countrymen had been "very well barred." The High Church Anglicans have also a solemn service on All Saints' Day, when the dead in Christ are remembered and the graves visited in solemn ceremony; but the great bulk of Protestant missionaries have no compromise to offer, since to them it seems that the Roman and Anglican are dealing with idolatry.

Another difficulty, very similar in character, is whether it is lawful for a Christian to kowtow to the tablet of Confucius. This point has lately come into renewed prominence by a decree which to the West sounds meaningless—Confucius has been raised by a decree of the Empress from the rank of "Sun and Moon" to that of "Heaven"; the practical result of this is that all the students in the State Universities say this in kowtow before his tablet. Some say this is only a sign of respect to the conservative element, that as Confucian philosophy is being thrust into the background, greater outward respect shall be paid to his memory. But one thoughtful Chinese Christian professor was much troubled about this matter. If he regarded the kowtow as recognizing the Divine character of Confucius, neither he nor any other Christian could ever serve the state in any public capacity, as every mandarin will in future be bound to pass through the University.

The fourth great difficulty in the path of mission work, as Mr. Grosvenor in the eloquent address as representative of the Vicar-General of the Shanghai Conference, is the interference of missionaries in the law suits of their converts. This undoubtedly is done mostly by Roman Catholics, but as it appeared from the debate in the conference, is also done by Protestant missionaries. For a Western the whole position whereby such an abuse is rendered possible is very hard to understand. Native converts have no exceptional privileges, but China has guaranteed that she will not treat those worse than their neighbours, because they are Christians. How, then, can the European mind, can the missionary interfere with the administration of justice of the country? I asked that question many times, and the gist of the answer that I got was that the mandarin did not look at a lawsuit as primarily an opportunity of doing justice, but rather as an opportunity of either directly or indirectly improving his financial position; directly by accepting a bribe if it is big enough to be worth his acceptance, indirectly by making, for purposes of the lawsuit, an appointment to a position with those who can secure a good salary for a missionary post, and he is firmly impressed with the fact that if he has a row with a missionary he will not get such an appointment. The missionary has only to write on his card that the bearer is a worthy man, and the mandarin will, in a suit, where there is a little money on the other side, oblige the missionary by deciding the case in favour of his protégé. One missionary told me you had to be very careful about your cards, otherwise they would be stolen and used for such purposes. Consuls complain that they are sometimes misled in the same way. The thing has reached such a system that one Protestant missionary greatly told me he was about to call on his Roman Catholic brother because there had been for some time a good deal of litigation between Protestants and Catholics in which the missionaries had interfered in defence of their flocks, and he thought it would be a fair compromise if they mutually agreed that the mandarin should be left in peace when he decided in accordance with justice. An American Protestant missionary pleaded, as an excuse, that of what he allowed to be a genuine custom, that it gave offence not merely to your native Christians, but even to their heathen friends if the missionary did not support his converts.

Dealing with the question of the Chinese joining the Churches for unworthy motives, the writer says:—Perhaps I may call this the first great difficulty of mission work to stir the worthy from the unworthy, the real from

the pretended conversions. Every effort is made by insisting upon a time of probation and by careful examination to reduce this evil to a minimum. Yet this difficulty of distinguishing between the true and the false must be a danger to a body which by its very success is always growing more powerful; perhaps the danger is that the one which has been applied lately with great severity—namely, persecution. At no time probably in its whole history will the Christian body be so pure and disinterested as it is now, for the intensity of the sufferings of the native Christians during the Boxer persecution has acted as a most efficient deterrent to all unreal professions of Christianity; and, I think, we might be spared for the present the taunt that native Christians are insincere. They have proved their sincerity in many cases by enduring ruin, torture and death with a firmness which only find its counterpart in the history of the early Church, some failed in that hour of trial, but many stood fast. Two other difficulties suggest themselves. The first is one that exists all over the world, but least of all in China. I mean our "unhappy divisions." Nowhere is there a more friendly and harmonious spirit shown between Christians of different views. Friction exists, and must for the present exist, between Protestants and Catholics; but a real admiration for the self-sacrifice shown on both sides in the awful persecution through which all have just passed presents a picture of becoming acute. There is one more difficulty, and one which I am ashamed to say seems to press more on English missionaries than on any other—I mean the want of funds. The missionaries are reduced to a poverty which compares but ill with the opulence of the commercial body.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 30th at 2.45 p.m.—Signals lowered. On the 31st at 11.55 a.m.—The barometer has risen on the China coast, particularly in the neighbourhood of Hongkong.

The depression has almost filled up. It is still faintly indicated in the S. part of the Formosa Channel.

The highest pressure appears to be lying over the Upper Yangtze. Fresh monsoon may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N. to N.E. winds, moderate; fair.
Formosa Channel	N.E. winds, fresh.
South coast of China between Hongkong and Lamook.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 2.

Old Dr. Muir, "kirkling" the Glasgow Town Council, prayed, "Lord have mercy upon the Magistrates of Glasgow, such as they are. Make them wiser and better." And when the Town clerk called to say that the Magistrates were much aggrieved at being prayed for in such a fashion, the answer was instant:—"Dr. Muir's compliments to the Lord Provost, and he is very sorry to find that his prayer has not been answered."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS.

NOTICE.

HOPKINS' BUTCHERY AT SHANGHAI is again prepared to execute the Orders of its PATRONS in Hongkong for PRIME BEEF, Fresh, Spiced and corned GAME, GAME PIES, PORK PIES, BROWN, SAUSAGES, &c.

Shanghai, 1st November, 1907. 1747

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MARRIED COUPLE or BACHELORS (Share Large and Comfortable FURNISHED HOUSE on upper level. Tennis and Stabling.)

Apply by letter to: A. A. Care of "Daily Press" Office. Hongkong, 1st November, 1907. 1748

ANNUAL CLEARANCE SALE.

FROM 1ST TILL 30TH NOVEMBER.

CHINESE, JAPANESE AND INDIAN SILKS, CRAPE, CANTON LINES, EMBROIDERIES, SHAWLS, LACES, CARPETS, RUGS, DR PERY, FANCY GOODS, &c., &c.

BARGAINS! BARGAINS! BARGAINS!

Kindly note that the above Articles are suitable for presents for Christmas and New Year. Inspection earnestly solicited.

D. CHELLARAM,
2, D'Almeida Street.
Hongkong, 1st November, 1907. 1749

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR NAPLES, AND GENOA.
(Without transhipment in Bombay.)

VIA SINGAPORE, PENANG AND BOMBAY.

(Taking cargo at conference rates less 2/6d and usual rebates.)

Having connection with Company's Mail Steamers to MESSINA, and LEBRON also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PEBSIAN Gulf and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "ISCHIA"

Captain Dini, will be despatched as above on MONDAY, the 11th Nov. at Noon.

For further particulars regarding Freight and Passage, apply to:

CARLOWITZ & Co.,
Agents.
Hongkong, 1st November, 1907. 1750

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PALERMO,"

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAIT.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 31st October, 1907. 1751

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DEVANHA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex "Himalaya,"

From Persian Gulf ex B. I. S. N. & B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 31st October, 1907. 1752

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong 28th July 1907.

ENTERTAINMENT.

THEATRE ROYAL—HONGKONG.

THE BANDMANN OPERA CO.

55 LONDON ARTISTS 55

LAST EXTRA PERFORMANCES.

TO-NIGHT (FRIDAY), November 1st:
"THE SPRING CHICKEN."

TO-MORROW (SATURDAY), Nov. 2:
The Screamingly Funny Musical Comedy, "THE EARL AND THE GIRL."

MONDAY, Nov. 4:
The Brilliant Military Musical Comedy, "LADY MADCAP."

WEDNESDAY, Nov. 6:
Farewell Performance, by Special Request, "The Highly Amusing Musical Comedy, 'THE GAY PARISIENNE.'"

Box Plan Now Open at
Messrs. S. MOUTRIE & CO., LTD.
Hongkong, 3rd October, 1907. 1723

INTIMATIONS.

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling and Six Pence per share free of tax has been declared by the Directors of the above Company, thus making a total of 15% for the year ending 28th February, 1907. Coupon No. 9, is payable on 2nd November at the Chartered Bank of India, Australia and China, and the Bank of China at Tientsin and Shanghai.

SHEWAN TOMES & CO.,
Agents,
CHINESE ENGINEERING & MINING CO., LTD.
Hongkong, 31st October, 1907. 1745

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that information has been received from the MILITARY AUTHORITIES that MUSKETRY FIELD FIRING will be carried out as under:—

On the 31st October, 2nd and 8th November, between 8 A.M. and 1 P.M. on the Southern Slope of Beacon Hill in a North-Westerly direction.

On MONDAY, the 4th November, from Customs Pass to Hebe Hill.

On TUESDAY, the 5th November, from bottom of Customs Pass in an Easterly direction.

F. H. MAY,
Colonial Secretary.
Hongkong, 30th October, 1907. 1733

HONGKONG HORTICULTURAL SOCIETY.

CHRYSANTHEMUM SHOW.

THE SHOW will be held in the BOTANIC GARDENS on THURSDAY, the 14th November. Intending Exhibitors are notified that information of the classes in which they intend to exhibit should be sent to the Hon. SECRETARY, 6, Beaconsfield Arcade not later than THURSDAY, the 7th November.

L. GIBBS,
Hon. Secretary.
Hongkong, 30th October, 1907. 1739

XMAS AND NEW YEAR.

CARD of the Choicest Designs and Descriptions NOW ON SH. W.

10 per cent. Discount for Cash.

H. BUTTNER & SON,
Wine and Spirit Merchants,
No. 5, D'Almeida Street,
Hongkong, 28th October, 1907. 1725

SWATOW DRAWN WORK COMPANY.

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MANUFACTURERS & WHOLESALE & RETAIL DEALERS in all Sorts of
DRAWN WORK, EMBROIDERY, BEST PEWTER WARE AND CANTON GRASS CLOTH, &c.

Hongkong, 19th October, 1907. 1685

FOR SALE.

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SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 103,950 square feet. Crown Rent, \$238.90 per annum.

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10, Queen's Road Central.
Hongkong, 12th September 1907. 1494

STORAGE.

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TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE—

Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 43,000 SQUARE FEET. 99 YEARS' LEASE.

For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. 1106

COLLECTIONS OF USED POSTAGE STAMPS.

ARABIC STAMPS. 100 for \$0.80 500 for \$3.00
150 " 1.75 1000 " 10.00
200 " 3.50 1500 " 25.00
250 " 6.75 2000 " 35.00
275 " 9.00 3000 " 55.00

Also Stamps in bags, sets, &c., &c.

ARTISTIC PICTORIAL POSTCARDS and other Philatelic Goods. Inspection invited.

CHALGA & CO.,
Hongkong Hotel Corridor.
1145

NOTICES OF FIRMS.

NOTICE.

NOTICE IS HEREBY GIVEN that on and after this Date all Receipts and Contracts or Orders for Goods—purchased in connection with the business of this Hotel must be SIGNED by HO SHAU CHEUNG (何壽康) and HO MANYUK (何文玉) or either of them, otherwise the Proprietors of this Hotel will not be responsible for same.

NOTICE IS HEREBY ALSO GIVEN that the Proprietors of the Hotel will not be responsible for any Debts contracted by any of the employees unless signed by either of the above Signatories.

CONNAUGHT HOTEL PROPRIETORS.
Hongkong, 24th October, 1907. 1707

NOTICE.

A new Contractor's Shop having been opened under the style of "HOP HING CHONG & CO." in the same street as ourselves we respectfully beg to ask our customers to kindly address any order or other communication intended for us to No. 45, Graham Street.

HOP HING CHUNG,
Builder & Contractor.
Hongkong, 21st October, 1907. 1689

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Hongkong, 18th October, 1907. 1684

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A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st November 1907. 1792

"SLEMISH" No. 101, The Peak.

Apply to—
MESSES. HASTINGS & HASTINGS,
Solicitors,
38, Queen's Road Central, Hongkong.
Hongkong, 4th September, 1907. 1445

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

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Hongkong, 21st October, 1907. 1691

A 9 ROOM HOUSE, with Tennis Lawn and out-houses. Good view of the harbour. 19, Macdonnell Road. Apply to—
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Des Vaux Road.
Hongkong, 16th October, 1907. 1664

UPPER Level, TWO ROOMS, in private family. Tennis Court.

For particulars apply to:
E. H. L.
Care of "Daily Press" Office.
Hongkong, 29th October, 1907. 1735

GROUND FLOOR of No. 4, Des Vaux Road including a Strong Room and servants' quarters.

Apply to—
DAVID SASSOON & Co. Ltd.
Hongkong, 9th October, 1907. 1638

THE WHOLE OF THE SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants' quarters etc. Very moderate rent. Immediate possession. Apply to—
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Hongkong, 7th October, 1907. 1627

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon

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SPANISH PROCURATION.
Hongkong, 18th October, 1907. 1677

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Apply—
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Hongkong, 3rd May, 1907. 870

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Possession 1st November, 1907.

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Hongkong, 5th October, 1907. 1620

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OFFICES in KING'S BUILDING and YORK BUILDING.

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A HOUSE in CLIFTON GARDENS, Conduit Road.

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Hongkong, 1st November, 1907. 1160

TO LET.

SHOPS and FLATS in Des Vaux Road Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 3, EAST TERRACE, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 15th July, 1907. 1155

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Hongkong, 25th September, 1907. 1102

TO LET.

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Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st November, 1907. 909

TO LET.

NO. 2, HOLLYWOOD ROAD.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd March, 1907. 491

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 187

TO LET.

TANG YUEN 18A and 18B, Macdonnell Road, two storied Houses with Bath-rooms, &c., at moderate rental.

Apply to—
WING CHEONG CHAN
3, Connaught Road West.
Hongkong, 16th October, 1907. 1662

TO LET.

GODOWNS Nos. 95, 96, 97 and 101, Praya East.

Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 29th June, 1907. 1089

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, Zetland Street, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 9th October, 1907. 94

TO LET.

TWO GODOWNS, No. 7, Wanchai Road, and No. 3, Praya East, at moderate rental.

Apply to—
WANCHAI GODOWN CO.,
Wing Cheong Chan, Agent,
3, Connaught Road West.
Hongkong, 16th October, 1907. 1683

TO LET.

"STONHEVED" 35, Robinson Road.

No. 27, 31 and 33, SEYMOUR ROAD.

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Hongkong, 22nd July, 1907. 1103

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TAKEO TAKAMICHI,
Manager.
Hongkong, 25th September, 1907. 560

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J. L. VAN HOUTEN, Agent.
Hongkong, 8th June, 1907. 26

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F. JUNG,
Manager.
Hongkong, 7th January, 1907. 25

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On Fixed Deposits for 12 months 4 per cent.

do 6 do 3% do.

do 3 do 2% do.

J. ROETJE Manager
No. 16, Des Vaux Road Central
Hongkong, 16th May, 1907. 115

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EVAN ORMISTON,
Manager.
Hongkong, 30th April, 1907. 24

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W. M. ANDERSON,
Manager.
Hongkong 24th July, 1907. 1699

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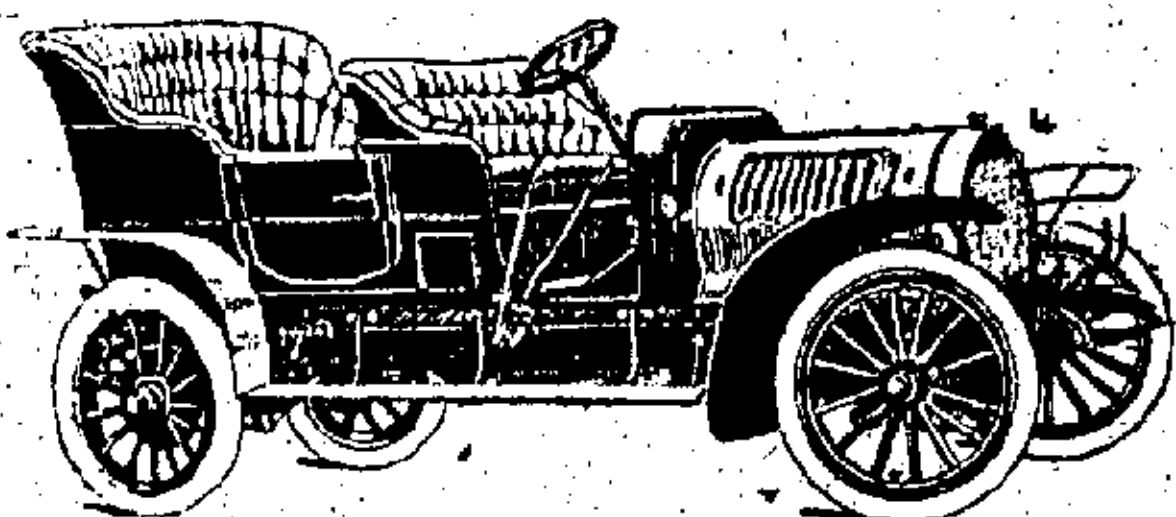
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GENTLEMEN in the Far East who may desire to purchase Cars for their own use are offered a unique opportunity to do so on most favourable terms. Where no Agency exists for the sale of the SPYKER CAR, individual purchasers will be allowed the trade discount on their own Car in the first and upon any future orders which they may secure among their friends.

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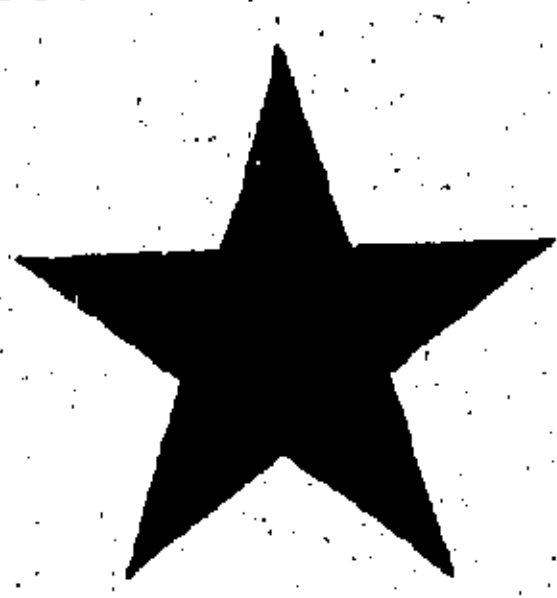
Hongkong, 23rd August, 1907.

1385

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1329

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S.S. "PAUL BEAU", 1,900 tons, 14 knots.

S.S. "HARLES HARDOUIN", 1,900 tons, 14 knots.

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These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents: Messrs. E. Pasquet & Co. For further particulars, please apply to—
HONGKONG, 27th September, 1907. BARRETTO & CO., Agents. 1432

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WM. SCHMIDT & CO.
Hongkong, 26th October, 1906. 1659



MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press.]

It is a significant fact that the British motor trade is turning to the Colonies and foreign fields of enterprise as substitutes to the oil of over production. Such firms as the Daimler Company, Argyl, Rover and Humber Companies have all been prospecting the possibilities of business in every corner of the globe.

It has been left to the Argyl Motor Company, however, whose works at Alexandria near Glasgow are the finest in Great Britain, to systematically institute a campaign dealing with the over sea markets. In connection with their scheme in this direction an interesting visit is to be paid to India, the Malay Peninsula, Siam and China by that well known motorist Mr. William Tharburn Lord who sails by the "Macedonia" from London for Bombay, taking with him a smart 14-16 h.p. Argyl touring car.

Mr. Lord has had a distinguished career as a motorist. A decade ago he was one of the pioneers of the petrol movement in the Midlands and since then he has motored no less than 150,000 miles, which is probably a record.

Mr. Lord has won laurels on the Brooklands track, but as an all round tourist, he is a real enthusiast. Some years ago he was connected with the Hon. S. S. Ellis, and latterly with Messrs. Straker and Squire and the Argyl Company in managerial capacities.

It is not Mr. Lord's object to sell cars during the tour, but to appoint agents in various districts in the Far East. His head quarters in Bombay will be the Bombay Motor Car Company's premises, which firm by the way, has just arranged for the delivery of no fewer than 30 of the new model 14-16 h.p. Argyls.

Mr. Lord was exceedingly popular in motorist circles at home and on the eve of his departure he was entertained to dinner by a circle of friends at the Trocadero, and was presented with a handsome silver-mounted dressing case, as a token of their good will and esteem. Mr. Lord's tour will occupy about two months and if he meets with the success he deserves, he will revisit every centre of civilization in the Far East at least once a year.

CARS FOR THE COLONIES.

The "Adams" 12-14 h.p. landaulet, which has been purchased by Sir John Harrington, the British Minister to Abyssinia, for presentation to the Emperor Menelik, and which Sir John is taking out with him to Addis Ababa, in November next, marks a new epoch in the motor industry, as this is the first motor-car to enter Abyssinia for the personal use of its monarch.

The landaulet body is mounted on a standard "Adams" two-cylinder chassis. It has a wheel base of 8 ft. 6 in., track 4 ft. 2 in., with overall width of 5 ft. 6 in.

The chassis frame is of pressed steel, the front portion being diminished in width to give an extra lock. The axles are of drawn steel tube, with steel stay rods, and the wheels are of the artillery type fitted with 700 by 90 heavy Dunlop tyres.

The transmission is by means of the "Adams" planetary gear, which, under all conditions, remains in mesh, and gives three speeds forward and one brake and reverse, the revolving drum of the gear box being held by steel brake bands lined with hard fibre.

The transmission from the gear box to the live axle is by cardan shaft, and the various "speeds" are obtained by the "Adams" patent pedal gear, which is so interlocked that the introduction of one pedal instantaneously and automatically releases any other pedal that may be in operation at the time.

The "Adams" patent automatic carburettor, and forced feed lubrication are fitted, the valve on the oil pump being connected with the lever which operates the throttle on the carburettor.

Thus the action of opening the throttle and increasing the speed of engine also opens the valve on the oil pump, and gives to the various bearings the necessary increased lubrication.

It will also be seen that this interconnection of carburettor and oil pump makes it impossible to start the engine without a sufficiency of oil being pumped through.

Ignition is by means of high tension accumulators and coil, and high tension magnets, the levers regulating the spark, and the throttle being placed on the steering pillar.

In addition to the foot pedal brake, the ordinary push-on side lever brake is fitted, operating on the internal face of drums attached to the rear wheels.

Both as regards design and control, the chassis is as simple as it is possible to make a car—a very essential point for a vehicle intended for use in so remote a region, where it may be possibly subjected to many forms of abuse, due to lack of experience on the part of those into whose care it is committed.

The body, an all-important feature to so great a personage, is handsomely finished in rich royal blue, with the royal arms emblazoned on the door. It is luxuriously upholstered in blue leather, and has a long extended head over the driving seat for carrying luggage.

The interior is fitted with electric light, mirror, scent bottles, manicure set, card case, and umbrella rack, and black bearskin rugs. Paraffin side lamps and tail lamp are fitted and acetylene head lamps.

OIL FUEL FOR THE NAVY.

ADMIRALTY PLANS.

Oil fuel promises in the near future to become a vital factor in the equipment of the British Navy.

The Admiralty is pushing on rapidly with the great oil fuel storage works at Trenchapel, in the Plymouth cove, and it is expected that these will be ready for use early in the new year.

It is stated that when all the reservoirs are completed there will be storage for four million gallons of petroleum.

Remarkable progress has been made of late in the adoption of oil fuel in the Navy, not only in new units, but in warships of an older type. At least one-third of all the vessels in the active fleet now burn oil either supplementarily to coal for cruising purposes at economic speed, or entirely.

Naval engineers are unanimous in their conviction that oil fuel will entirely supersede coal for war purposes at no very distant date. All the early troubles in the shape of getting proper combustion have been effectually overcome.

The experimental trials of the cruiser Bonaventure and of the destroyers Spitfire and Electra have demonstrated beyond all doubt that crude petroleum is as reliable for generating motive power in warships as coal.

The Dreadnaught carries about 1,500 tons of liquid fuel, and she made use of it on her long Atlantic run with marked success. Many of the new torpedo craft are fitted for liquid fuel consumption.

The Admiralty decided early this year to construct four 5,000-ton steel tanks, surrounded by earthworks, for the storage of 20,000 tons of oil fuel on the Medway.

There will be an oil-pumping station and the berths for war vessels will allow the largest ships in the service to go alongside to take in oil fuel at any stage of the tide. Government experts who have visited the territory are convinced that before long Nigeria will be one of the greatest oil producing regions in the world, and an "Express" representative was informed by Mr. H. J. Brown, chairman of one of the principal Nigerian oil prospecting companies that the Admiralty has almost completed plans for the establishment of a liquid fuel station for the Navy at Lagos, the seaport of Nigeria.

The discovery of oil in any sufficient quantity will not only raise the Colony to a high rank among Imperial assets, but it will mean the saving of enormous sums of oil by the warships in the British Navy. And for the British Navy to adopt openly liquid fuel is for all navies to do so. Then will be seen the greatest boom in the oil industry that has ever been experienced.

The naval authorities have been convinced for a considerable time of the superiority of liquid fuel, either alone or in conjunction with some other, but strategic reasons have imposed silence and delay. It would be poor policy to declare to the world that one of Britain's great sources of strength, her steam coal, was to be superseded unless somewhere within the British Empire there were oilfields of sufficient magnitude to enable all British needs to be supplied without being dependent—at any rate in time of war—on foreign supplies.

At present, practically the only large sources of supply of the crude oil used in the Navy are the United States and Russia. While unlimited quantities of this are accessible in times of peace, it would become contraband of war immediately on the outbreak of hostilities.

It is the hitherto untapped oil resources of Nigeria, which have suddenly invested that part of the world with such importance, and made the peaceful control of it so vital. To these potential oilfields may be traced the decision to construct railways, and in every way to facilitate the complete control of the country.

A remarkable ordinance for the regulation of the oilfields has just been adopted, with the approval of the Legislative Council of Southern Nigeria, and signed by the Governor, Sir Walter Egerton, K.C.M.G.

In this ordinance, which was inspected by an "Express" representative yesterday in the Library of the Colonial Office, important clauses are incorporated empowering the Government to purchase oil from license-holders at any time, and in the event of war actually to take over the works of private firms.

The clauses referred to are as follow:—
His Majesty's Government shall have the right of pre-emption of all crude oil raised, won, or gotten from the area subject to the license or lease, and of all products of the refining or treatment of such oil.

The price to be paid by His Majesty's Government for all oil or products taken under the provisions of this rule shall either be as specified in a separate agreement, or if no such agreement has been entered into prior to the exercise of the right of pre-emption, then the price shall be the market rate ruling at the time.

In the event of war, the Governor, on behalf of His Majesty's Government, shall have the power to take control of the works and plant in the area, subject to the license or lease.

The Governor shall have the power to regulate the site of any refinery or place of storage of oil in the Colony or Protectorate.

Another clause of the ordinance enables the Government to collect a royalty varying from 5 per cent, to 12½ per cent, on all oil raised either in cash or in kind.

If collected in kind, the Government would, of course, need immense storage tanks, which, situated at Lagos, would form an ideal liquid fuel station for the Navy.

The fact that the Government has reserved to itself all the oil rights in Nigeria is significant enough, and confirms the belief that Nigeria is destined, in the eyes of the British authorities, to play an important part in Imperial events.

Every care has been taken to prevent any possibility of the control of these oilfields passing into other hands, or of the creation of a monopoly. The ordinance was drawn up by a practical man with a deep knowledge of the oilfields of the world. The means taken to prevent monopoly is to allow every one who has oil lands (leased from the Government) to construct pipelines, with the sanction of the Governor of Nigeria.

Not only has each individual oil possessor the right to construct a pipeline, but he has also the right to construct it through the land of others paying only the actual cost of damage done. Thus, there is no possibility of blocking free progress for oil, and so long as there is free progress there will be no dangerous monopoly.

But there is much to be done besides the developing of the oilfields of Nigeria, especially in the way of preparing oil stores at British naval bases in other parts of the world. This work is proceeding now, and stores of oil are being laid up in readiness for the moment when all the world shall know that liquid fuel is adopted officially by the British Navy.

Oil is, in fact, being bought from various fields. For instance, 10,000 tons are being despatched from Texas to the Falkland Islands for the account of our Government. During the development of the British oilfields, wherever they may be found, other fields will benefit, and in any case the demands of the navies of the world will add largely to the prosperity of all oil-producing countries.

The United States, Russia, and Japan occupy a very enviable position among naval Powers in this respect, possessing an ample supply of oil fuel within their borders. Germany, Austria and France are not so well situated, and Italy has no oil resources. These countries must seek their supplies in independent fields, and this will lead to a great increase of the output in Roumania, Mexico, and elsewhere.

All navies have experimented with liquid fuel, and it is no secret that much of the value of last year's manœuvres came from the very successful test made of oil by the warships on one side. This may be said to have convinced this in authority of the coming of the new fuel.

The City Editor of the "Express" writes:—
"There are four English companies now exploring West Africa for oil. One is at work on the Ivory Coast, which now belongs to France, another in Angola, which is Portuguese territory, and two others in Southern Nigeria, which is British."

"Although oil in quantity has not yet been met with, we understand that in the case of the Nigeria Bitumen Company a cablegram is expected very shortly announcing that oil has been struck in the No. 2 well, where the boring is now down over 900 feet."

"Several sixths of oil sands have been passed through at higher levels, shows of oil and gas have been met with, and the engineers are confident that they are not far from a strike."

"The Shell Transport and Trading Company has, we are informed, already made an offer for the Nigeria Company's production, but pending actual production no arrangements have been concluded. The Nigeria Investment Company has recently transferred its license to prospect for petroleum and to drill and work mineral oils to the British Colonial Petroleum Corporation, Limited, which was registered with a capital of £200,000."

"The result of thirteen shallow bore-holes sunk by this company to an average of about 100 feet is reported to have been very satisfactory, the drill in each case passing through oil sand."

LATEST STEAMER MOVEMENTS.

The N.G.I. str. *Ichia* left Singapore for this port on the 30th ult. afternoon, and may be expected here on or about the 5th inst.

The L.G.M. str. *Prinz Waldemar* left Kobe on Wednesday the 30th ult. at 10 p.m., and may be expected here on or about Tuesday the 5th inst. p.m.

Mother Seigel's SYRUP

Read This Testimony:

MRS. E. BRUMBY, of 261
EDINBORO ST., HESSLE
ROAD, HULL, in a letter of
May 2nd, 1907, says:

"I have never been ill since Mother Seigel's Syrup cured me, long years ago. I used to suffer dreadfully from indigestion, but it never troubles me now."

INDIGESTION is the root cause of nearly all human ailments. It robs you of the power to digest your food, saps the very source of life itself. Slowly your strength ebbs away, you are tormented with pain, and life becomes a misery.

Mother Seigel's Syrup is a purely vegetable compound having a specific action on the stomach, liver and kidneys. It promotes healthy action of the stomach and intestines, expels impurities from the system, cures the blood, and thus imparts health and tone to every part of the body.

TAKE IT DAILY AFTER MEALS.

CURES INDIGESTION

BILIOUSNESS, CONSTIPATION, HEADACHE, PALPITATION.

S. MOUTRIE & CO., LTD.

ESTABLISHED 1875.

BABY GRANDS

RACHELS,
PLEYEL,
KEMMLER

AND

ROSENKRANZ.

PRICES FROM \$750.

FOR LIGHTNESS OF TOUCH,
QUALITY OF TONE, AND
DURABILITY, THESE PIANOS
ARE UNRIVALLED.

A GUARANTEE FOR A TEST
PERIOD OF TWO YEARS
GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

York Building, Chater Road.

Hongkong, 30th July, 1906.

138-2

Abbey's Effervescent Salt

Your Stomach is the key to your health.

If you keep your Stomach healthy, you are sure to be well.

If you use Abbey's Salt in such perfect condition that you simply can't help being well.

When your trouble comes from the Stomach, Abbey's Salt is the right thing to take—don't forget that.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.

The Abbey Fruit Saline Co., Ltd.,
144, Queen Victoria Street, London, E.C.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE, OF GLENROCK AND HAS BEEN SOLD SINCE 1831.

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

1297

Do you Suffer?

FROM
HEADACHE
LOSS OF SLEEP
INDIGESTION
TORDID LIVER
BILIOUSNESS

Beecham's Pills

will quickly remove the cause of these distressing complaints and restore healthy action to every organ. You will feel like a new person after taking a few doses of BEECHAM'S PILLS. They rid the system of impurities, improve the digestion, banish headache and

Give Positive Relief

In all cases of CONSTIPATION, BILIOUSNESS, INDIGESTION and DISORDERED LIVER.

The excellent results obtained by the use of BEECHAM'S PILLS have proved them worthy of the confidence they enjoy. They have helped thousands and recommend themselves.

Sold at all Drug Stores and by all Medicine Vendors in China; in boxes, price 6d., 1/6, and 2/6.

866-1

SHIPPING.

ARRIVALS.

DELHI, British str., 4,783, J. D. Andrews, R.N.R., 31st October—Shanghai 29th Oct., General—P. & O. S. N. Co.

DEVANHA, British str., 4,785, T. H. Hild, R.N.R., 31st October—Bombay 15th, & Singapore 26th October, Mails and General—P. & O. S. N. Co.

FRITHJOF, Norwegian str., 891, O. Andersen, 31st October—Swatow 30th Oct., General—Onaka Shosen Kaisha.

HAI CHI, Chinese cruiser, 4,300, Comdr. S. K. Sheu, 31st October—Shanghai 28th Oct.

HAI YUNO, Chinese cruiser, 4,300, P. Y. Lin, 31st October—Shanghai 28th Oct.

HONGKONG, British str., 2,555, Dawson, 30th October—Singapore 25th Oct., General—Nippon Yusen Kaisha.

KANAGAWA MARU, Japanese str., 3,825, N. Ono, 31st October—London 21st Sept. and Singapore 25th October, General—Nippon Yusen Kaisha.

KANU, British str., 1,143, J. Speed, 31st Oct.—Yokohama 25th Oct., Rangoon—Butterfield & Swire.

KWANGSI, British str., 1,228, A. S. 1604, 31st Oct.—Newchwang 22nd, Daluy 24th and Chif o 25th Oct., General—Butterfield & Swire.

KWANTON, Chinese str., 1,536, Wm. H. Lum, 31st October—Shanghai 28th October, General—Chinese.

L'ALBERGO, British str., 7,597, E. G. Andrews, 31st October—Antwerp and London 22nd Sept., General—P. & O. S. N. Co.

CLEARANCES.

At the Harbour Master's Office.

FRITHJOF, Norwegian str., for Hiphong.

Sigal, German str., for Hiphong.

Tambo Maru, Japanese str., for Singapore.

DEPARTURES.

ALBINOUS, British str., for Shanghai.

DELI, German str., for Bangkok.

HILARY, German str., for Batavia.

HONESTY, German str., for Singapore.

HONGKONG, British str., for Amoy.

KANU, British str., for Canton.

KANAGAWA MARU, Japanese str., for Nagasaki.

KWANGSI, Chinese str., for Canton.

NANSHAN, British str., for Canton.

SUOCHIANG, British str., for Cebu.

TAIWAN, British str., for Sydney.

YOHOW, British str., for Canton.

SHIPPING REPORTS.

The British str. *Hongkong* reports: Moderate to fresh S. to S.W. winds with a high N. E. sea near Hongkong.

The British str. *Kwangsai* reports: Strong N. E. monsoon in Formosa Channel, threatening weather with high confused sea.

The British str. *Kanau* reports: On 30th Oct. off Breaker Point experienced strong winds from N. E. to South round to West, with violent rain squalls (thunder and lightning).

VESSELS IN DOCK.

October 31st.

ABERDEEN DOCKS—*Kowloon* Dock—*Kishan*, *Neil Melod*, *Chunwei*, *Fat-hung*, *Sing*.

COMMERCIAL DOCKS—

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING".

Capt. A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 1st November, at 9 A.M.

For Freight or Passage, apply to **DOUGLAS, LAURENCE & CO.**, General Managers.

Hongkong, 29th October, 1907. 1734

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI".

Captain J. D. Andrews, R.N.R., carrying H.M. Mails, will be despatched from this for Bombay on SATURDAY, the 2nd November, at Noon, taking passengers and cargo for the above ports in connection with the Company's "MOOLTAN" 3,600 tons, from Colombo passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, either cargo for London, &c., will be conveyed from Bombay by the H.M.S. "Egypt", due in London on 14th December, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to **E. A. HEWETT**, Superintendent.

Hongkong, 21st October, 1907. 1

For SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR".

Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 2nd Nov., at 3 P.M.

For Freight or Passage, apply to **DAVID SASSON & Co., Ltd.**, Agents.

Hongkong, 23rd October, 1907. 1737

For NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"SCHUYLKILL".

Captain Anderson, will be despatched as above on or about the 1st December.

For Freight, &c., apply to **STANDARD OIL CO. OF NEW YORK**, Oriental Freight Department, (Hotel Mansions).

Hongkong, 25th October, 1907. 1721

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	G. W. Gordon	P. & O. S. N. Co.	About 6th inst.
MARSEILLES &c. VIA PORTS OF CALL...	ERNEST SIMONS	Frans. str.	—	Girard	MELCHERS & CO.	On 12th inst., at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN	CANTON	Swed. str.	—	Brahmer	MELCHERS & CO.	End of November.
HAYRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Balle	HAMBURG-AMERIKA LINIE	On 25th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k.w.	G. Meiners	HAMBURG-AMERIKA LINIE	On 11th December.
NAPLES & GENOA VIA SINGAPORE &c.	ISORIA	Ital. str.	—	Dini	CARLOTTA & CO.	On 11th inst., at Noon.
TRIESTE &c. VIA SINGAPORE &c.	CHINA	Aus. str.	—	A. Petrie	SANDER, WIELER & CO.	About 21st inst., at Noon.
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	JOHAN MORARCH	Rus. str.	—	Anderson	MELCHERS & CO.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	SCHUYLKILL	Am. str.	—	Anderson	STANDARD OIL CO.	To-morrow.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	E. V. Roberts	STANDARD OIL CO.	About 1st December.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	W. von Soden	STANDARD OIL CO.	On 6th inst., at Noon.
V (TORIA) (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str.	—	E. V. Roberts	CANADIAN PACIFIC R. CO.	On 21st inst., at 4 P.M.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KATHERINE PARK	Ger. str.	—	W. von Soden	DOUGLAS, LAURENCE & CO.	On 15th inst.
ITALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	D. Lenz	MELCHERS & CO.	End of November.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	1 m.	J. H. Lohman	MELCHERS & CO.	On 7th inst., at Noon.
JAPAN	TIENHONG	Dut. str.	—	J. H. Lohman	MELCHERS & CO.	On 25th inst., at 4 P.M.
TIENHONG	CHONGHONG	Brit. str.	—	J. H. Lohman	MELCHERS & CO.	About 15th inst.
CHEFOO & TIENHONG	SHANGHAI MARU	Brit. str.	1 m.	G. Hooker	JARLINE, MATHESON & CO., LD.	Quick despatch.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHANGHAI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 4th inst., at 4 P.M.
SHANGHAI VIA NINGPO	SHANGHAI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 9th inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	To-day, at 8 A.M.
SHANGHAI VIA SWATOW	SHANGHAI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	To-morrow, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	About 1st inst.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 3rd inst., at D'light.
SHANGHAI (DIRECT)	SHANGHAI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	About 2nd inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	To-morrow.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 4th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SHANGHAI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 5th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 8th inst., at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	About 10th inst.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 20th inst.
ANPING (DIRECT)	ANPING	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	End of November.
TAMUI VIA SWATOW & AMOY	TAMUI	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	To-morrow, at Noon.
SWATOW, AMOY & FOCHOW	SWATOW	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 3rd inst., at 9 A.M.
SWATOW & SHANGHAI	SWATOW	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	To-day, at 8 A.M.
SWATOW & SHANGHAI	SWATOW	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 6th inst., at 4 P.M.
SWATOW & SHANGHAI	SWATOW	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 7th inst., at 4 P.M.
SWATOW & SHANGHAI	SWATOW	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 8th inst., at 4 P.M.
SWATOW & SHANGHAI	SWATOW	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 17th inst., at D'light.
SWATOW & SHANGHAI	SWATOW	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 3rd inst., at D'light.
SWATOW & SHANGHAI	SWATOW	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	To-day, at 4 P.M.
MANILA	MANILA	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	To-morrow.
MANILA	MANILA	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 5th inst., at 4 P.M.
MANILA	MANILA	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 8th inst., at 4 P.M.
MANILA	MANILA	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 9th inst.
MANILA	MANILA	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 7th inst., at 4 P.M.
MANILA	MANILA	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 7th inst., at 4 P.M.
MANILA	MANILA	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	Beginning of November.
MANILA	MANILA	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	To-morrow, at 3 P.M.
MANILA	MANILA	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	On 12th inst., at 3 P.M.
MANILA	MANILA	Brit. str.	—	W. F. Richard	JARLINE, MATHESON & CO., LD.	Quick despatch.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR MANILA

* SHANGHAI VIA NINGPO "YUENANG" Friday, 1st Nov., 4 P.M.

* SHANGHAI VIA SWATOW "WAISHING" Saturday, 2nd Nov., 4 P.M.

* TIENHONG "YANGSANG" Sunday, 3rd Nov., D'light

* SANDAKAN "CHEONGSHING" Monday, 4th Nov., 4 P.M.

* SHANGHAI, YOKOHAMA, KOBE & MOJI "MAUSANG" Tuesday, 5th Nov., 4 P.M.

* MANILA "NAMSANG" Friday, 8th Nov., 3 P.M.

* SINGAPORE, PENANG & CALCUTTA "LOONGSANG" Friday, 8th Nov., 4 P.M.

* SINGAPORE, PENANG & CALCUTTA "FOOKSANG" Tuesday, 12th Nov., 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65, Return \$100

Penang " 85, " 120

Calcutta " 165, " 250

* These Steamers have superior accommodation for First-Class Passengers and are fitted (throughout) with Electric Light.

† Taking Cargo Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LTD.**, GENERAL MANAGERS. 18

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 2nd November.
RUBI	2540	R. W. Almond	Manila	On 9th November.

For Freight or Passage apply to **SHAWAN, TOMES & CO.**, GENERAL MANAGERS. 15

Hongkong, 21st October, 1907.

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "OCEAN MONARCH" ... On 2nd November.

For freight and further information apply to **SHAWAN TOMES & CO.**, GENERAL AGENTS. 16

Hongkong, 14th September, 1907.

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD., GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 2nd November.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	End of November.
MARSEILLES, HAVRE and COPENHAGEN	"CANTON"	End of November.

For Further Particulars, apply to **MELCHERS & CO.**, AGENTS. 9

Hongkong, 1st November, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
* SHAWMUT	9,606	E. V. Roberts	On 15th November.
* TREMONT	9,606	T. W. Garlick	On 10th December.
* SUBERIO	6,232	W. Shotton	On 4th January, 1908.
* KUMERIC	6,232	Cowley	On 28th January, 1908.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to **DODWELL & CO., LIMITED**, GENERAL AGENTS. QUEEN'S BUILDINGS. 7

Hongkong, 1st November, 1907.

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers, "RENNANIA", "HAMBURG" and "HOHENSTAUFEN" These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Board. Doctor and Stewardsess carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANTIA" and "SILESIA" carry first-class passengers Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE & HAMBURG
SILESIA ... 5th November	* HOHENSTAUFEN 20th October
SCANTIA ... 2nd December	SILESIA ... 11th December

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

SILESIA	FOR SHANGHAI, KOBE & YOKOHAMA	5th Nov.
DOERMUND	FOR SHANGHAI, KOBE & YOKOHAMA	20th Nov.
SCANTIA	FOR SHANGHAI, KOBE & YOKOHAMA	2nd Dec.
C. FERD. LAEISZ	FOR SHANGHAI, KOBE & YOKOHAMA	14th Dec.

NEXT SAILINGS HOMEWARD:

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TIENTSIN, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabin amidship. Lighted throughout by electricity. Duly qualified Doctor and stewardsess carried. Laundry on board.

12

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING".

Captain E. Fey, will be despatched for the above ports on TUESDAY, the 5th Nov., at 3 P.M.

For Freight or Passage, apply to **DAVID SASSON & Co., LTD.**, Agents.

Hongkong, 30th October, 1907. 1738

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, P. O. BAY, ADEEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"ERNEST SIMONS".

Captain Girard, will be despatched for MARSEILLES, on TUESDAY, the 12th November, at 1 P.M.

The Steamer connects at Colombo with one of the Co's Australian steamers bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "TOKIN" ... 26th Nov.

S.S. "POLYNESIE" ... 10th Dec.

S.S. "TOURANE" ... 24th Dec.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th October, 1907. 2

THE RUSSIAN VOLUNTEER FLEET

FOR CONSTANTINOPLE, ODESSA AND BLACK SEA PORTS.

THE Steamship

"KIEW".

will be ready to load about Middle of November.

For Freight or Passage, apply to **MELCHERS & CO.**, Agents.

Hongkong, 25th October, 1907. 1712

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR PIUMI AND TRIESTE (DIRECT).

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Hongkong, 31st October, 1907. 3

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